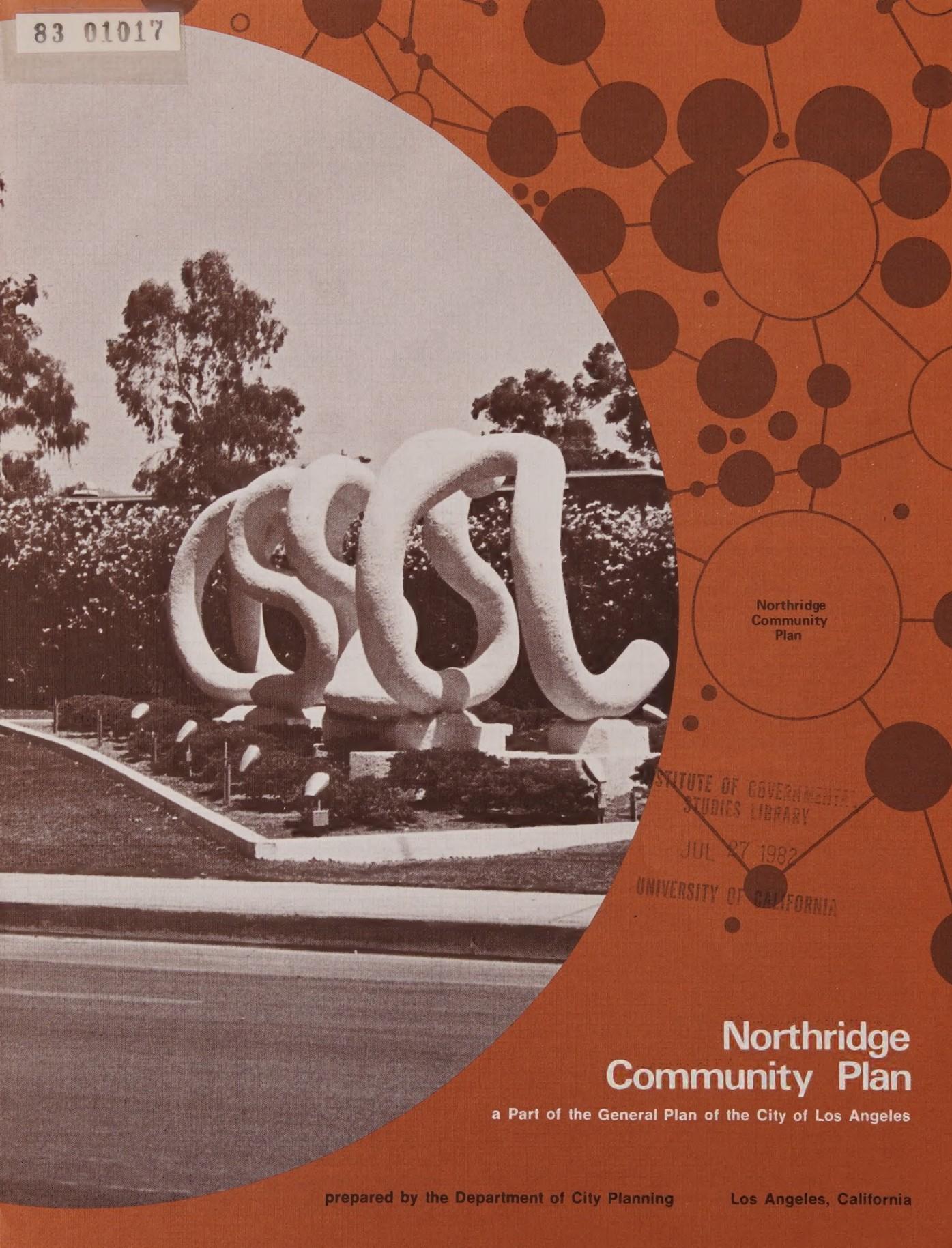


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# Northridge Community Plan

a Part of the General Plan of the City of Los Angeles

## POLICIES

The Northridge Community Plan in concert with Plans for adjoining communities has been designed to accommodate the anticipated growth in population and employment of the West San Fernando Valley to the year 1990. This Plan and plans for nearby communities do not seek to promote nor to hinder growth; rather they accept the likelihood that growth will take place and must be provided for.

The Plan encourages the preservation of low density single-family residential areas, the conservation of open space lands, and the preservation and strengthening of the Northridge Community Business District (Reseda Boulevard and Nordhoff Street).

## LAND USE

### Housing

#### Standards and Criteria:

Property in residential zones permitting densities in excess of those designated on the Plan shall be reclassified to more appropriate zones.

To the extent feasible new single family subdivisions in areas adjoining highways shall be designed with lots siding or backing onto the highway, or designed with frontage on a service or frontage road. Local street patterns designed to discourage through traffic should be encouraged wherever practical.

Medium density residential areas will be encouraged around the Northridge Business District. Frontage roads shall be encouraged along highways.

Apartments should be soundproofed, and be provided with adequate open space and usable recreation areas.

The "cluster concept" and the Residential Planned Development District is encouraged for new residential development in specific areas designated on the Plan in order to provide an additional variety of life style, more recreation and open space and associated amenities. This, however, shall not preclude development by conventional subdivision. The "cluster concept" is defined as the grouping of residential structures on portions of the site while improving the remainder in a park like setting.

Density patterns indicated on the Plan Map may be adjusted to facilitate cluster developments provided that the total number of dwelling units indicated in any development is not increased.

"Medium Density Housing designated by the Plan Map along the east side of Zelzah Avenue north of Plummer Street is intended to provide the opportunity for development of University-Related Housing including fraternity and sorority houses on a portion of the area. Fraternity and sorority houses should be restricted to this designated portion so that they will be properly buffered from adjacent single-family residential areas. No new conditional use permits for fraternities and sororities shall be approved east of a line approximately 240 feet east of Zelzah Avenue.

It is the intent of this Plan to permit parking, landscape buffering, and/or other amenities on an approximately 120 foot strip adjacent to, and east of, the area designated Medium density between Superior and Fullerfarm Streets only where such use is found to mitigate the impact of Medium density development on adjacent properties. This 120 foot wide area may be included in the Medium

density provided appropriate "O" conditions are attached to any zone change approval. Other conditions also should be considered to mitigate the impacts associated with University-Related Housing such as noise and traffic. Upon approval of conditional use permits for fraternity and sorority houses, these same impacts and conditions should be given special emphasis.

No property within the area bounded by Zelzah Avenue, Fullerfarm Street, White Oak Avenue, and Plummer Street which is designated on the Plan Map as "Medium Density Housing" shall be subdivided for condominium, stock cooperative, community apartment, or any similar purpose."

**Features:**  
The Plan proposes that the low-density residential character of Northridge be preserved, and that single-family residential neighborhoods be protected from encroachment by other types of uses by landscaping and other buffering devices. In this interest, the Low density classification (3+ to 7 dwelling units per acre) has been split into Low I (3+ to 5) and Low II (5+ to 7). The Low I classification excludes multiple dwelling units (see Table following).

#### PROPOSED RESIDENTIAL DENSITY CATEGORIES AND THEIR CAPACITIES.

| Residential Density | Dwelling Units Per Gross Acre* | Gross Acres | Percent of Resid. Land | Percent of Pop. Capacity | Percent of Pop. Capacity |
|---------------------|--------------------------------|-------------|------------------------|--------------------------|--------------------------|
| Minimum             | 0.5+ to 1                      | 71          | 1%                     | 260                      | 0.4                      |
| Very-Low I          | 1+ to 2                        | 1,745       | 36%                    | 12,030                   | 18.8                     |
| Very-Low II         | 2+ to 3                        | 1,150       | 24%                    | 11,140                   | 17.4                     |
| Low I               | 3+ to 5                        | 1,335       | 28%                    | 17,900                   | 27.9                     |
| Low II              | 5+ to 7                        | 224         | 5%                     | 2,670                    | 4.2                      |
| Low-Med. I          | 7+ to 12                       | 120         | 2%                     | 3,770                    | 5.9                      |
| Low-Med. II         | 12+ to 24                      | 70          | 1%                     | 3,700                    | 5.8                      |
| Medium              | 24+ to 40                      | 160         | 3%                     | 12,530                   | 19.6                     |
| Totals              |                                | 4,875       | 100%                   | 64,000                   | 100.0%                   |

\* Gross Acreages includes streets

Housing should be made available to all persons regardless of age, or social, economic, and ethnic backgrounds. Provision should be made to meet the needs of moderate and low income families for standard housing. Consideration should be given to senior citizen

developments in locations convenient to shopping, proposed

recreation facilities and transportation. Further development

should provide appropriate clustering, open space, transitions and buffers.

### Commerce

#### Standards and Criteria:

The commercial land (not including associated parking) designated by this Plan to serve suburban residential areas are adequate in quantity to meet the needs of the projected population to the year 1990, as computed by the following standards:

- 0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience type commercial areas;
- 0.2 acres per 1,000 residents for commercial use for community shopping and business districts, including service uses and specialized commercial uses.

The Plan recommends clustering of Neighborhood and Community commercial activity to provide maximum convenience, with minimum disturbance to residential neighborhoods.

In general, off-street parking should be provided at a ratio of not less than two square feet for each square foot of commercial floor area for each Community and Neighborhood shopping area as specified on the Plan Map, and at a ratio of not less than one square foot for each square foot of floor area for Highway Oriented commercial uses. Parking areas shall be located between commercial and residential uses where appropriate to provide a buffer, and shall be separated from residential uses by means of at least a solid wall and/or landscaped setback to attenuate noise and preserve adjoining residential neighborhoods as separate and distinct areas.

## CIRCULATION

### Highways

**Standards and Criteria:**  
Highway and Local Streets shown on this Plan shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions.

**Features:**  
The Plan provides approximately 190 acres of commercial and related parking use.

Design characteristic which might facilitate street identity such as curves, changes in direction and topographical difference, should be emphasized. Streets, Highways and Freeways, when developed, should be designed and improved in harmony with adjacent development and to facilitate driver and passenger orientation. Whenever feasible, street development should preserve existing specialty shops.

The dominant shopping facility influencing the Northridge area is the 110 acre shopping center (Northridge Fashion Center) located west of Tampa Avenue between Nordhoff and Plummer Streets, just outside of the community boundary. This automobile-oriented complex contains a variety of department stores and specialty shops.

The Northridge Community Business District, consisting of approximately 60 acres located along Reseda Boulevard near the intersection of Nordhoff Street, serves as the focal point for shopping, civic, and social activities in the community. The Business District contains professional offices, shopping and variety stores, restaurants and entertainment facilities. Medium and Low-Medium density apartments are proposed to be located nearby. A special study should be undertaken as part of the implementation of this Plan to help guide the future development of the Community Business District. An outline is noted in the "Program's" section of the Plan.

### Industry

#### Standards and Criteria:

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential locations. Where possible, industrial uses should be concentrated in industrial parks.

Adequate highway improvements shall be assured prior to the approval of zoning permitting intensification of land use, in order to avoid congestion and assure proper development.

Parking for general industrial lands should be provided at a ratio of one stall for each 350 square feet of gross floor area, but not less than three stalls for each four employees on the main shift. Parking for warehouse or storage uses should be provided at a ratio of one stall for each 1,000 square feet of gross floor area but not less than one stall for each employee on the main shift. On-street parking should be prohibited in industrial areas. Off-street parking areas shall be located at the peripheries of industrial sites to serve as buffers, and shall be separated from adjacent private and public uses by at least a wall and/or landscaped setback.

Any additional improvements to White Oak Avenue between Devonshire Street and Roscoe Boulevard shall be limited to 44 feet in width between curbs.

Within Limited and Light industrial areas the height of industrial buildings shall be restricted to three stories or 45 feet.

### Features:

The Plan designates approximately 200 acres of land for industrial uses.

To preserve this valuable land resource from the intrusion of other uses and insure its development with high quality industrial uses in keeping with the urban residential character of the Community, the Plan proposed classifying all undeveloped industrial land, as well as all industrial land used for industrial purposes, in restricted industrial zoning categories, such as the MR Zones.

## CIRCULATION

### Highways

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### Features:

The Plan incorporates the Highways and Freeways Element of the General Plan. Collector Streets are shown to assist traffic flow toward Major and Secondary Highways.

The circulation system in industrial areas should be designed to accommodate the industrial traffic and discourage disturbance to residential areas.

**Bikeways:** The Plan designates several bicycle routes. Some of these routes are connected with bicycle routes in other areas of the City in order to provide a network with the purpose of promoting optional use of this mode of recreation and transportation.

The feasibility of a system of bikeways throughout the City is presently under study. Routes shown on the Northridge Community Plan are therefore, subject to eventual change or modification at such time as a Citywide Bikeway Plan is adopted.

**Railroads:** The Plan proposes that railroad rights-of-way in the community should be landscaped to provide buffers protecting adjacent non-industrial uses. Residential subdivisions abutting railroads should be designed to provide deeper backup lots with appropriate buffering.

**Public Transportation:** The circulation system proposed in the Plan should be supplemented by a greatly improved public transportation system. Such an increase in the level of public transportation should be aimed at providing neighborhood and intra-valley service as well as service to other parts of Los Angeles.

The Plan designates a general Transportation Study Corridor in a north-south direction near Reseda Boulevard.

## SERVICE SYSTEMS

### Standards and Criteria:

The public facilities shown on this Plan are to be developed in accordance with the standards for need, site area, design, and general location expressed in the Service-Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times. The Plan also stresses the need for improvement of existing public facilities and the addition of facilities to satisfy the need of both the present and projected population.

### Features:

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate public service facilities, with reference to the standards contained in the General Plan. No increase in density shall be effected by zone change or subdivision unless it is determined that such facilities are adequate to serve the proposed development.

The Plan designates two standard types of local parks:

**Neighborhood Recreational Sites —**

1 acre per 1,000 residents; minimum site size 5 acres; service radius ½ mile; and

**Community Recreational Site —**

1 acre per 1,000 residents; minimum site size 15 acres; service radius 1½ miles

At times it will be necessary for portions of recreational sites to be used for public rights-of-way and easements.

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The Plan proposes the location of child care centers on or near school sites in order to provide for the needs of working mothers and single parent families.

### Libraries:

The Plan proposes the enlargement of Northridge Community library to better serve the needs of the Community. The Plan also proposes the use of the university library facilities by the general public.

**Fire Stations:** The several Fire Stations and the overall fire protection within the Plan boundaries are continually being evaluated and updated as fire protection techniques, apparatus needs and land use patterns change.

The Plan proposes a Task Force Station near the intersection of Reseda Boulevard and Lassen Street.

**Bikeways:** The Plan proposes utilization of flood control, railroads, and power line rights-of-way for open space purposes and/or hiking and bicycle trails where appropriate.

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**PROGRAMS**

This outline of programs is intended to establish a framework for guiding development of the Northridge Community in accordance with the objectives of the Plan. In general, these programs indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

**I. PUBLIC IMPROVEMENTS****A. Circulation**

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following are required:

1. Continued development of the highway and street system in conformance with existing programs.

2. Continued planning of and improvements to the public transportation system for the Community.

3. The planning of bikeways with separate lanes.

4. Continued work toward the completion of the Simi Valley-San Fernando Valley Freeway through the Community, a portion of it as a scenic highway.

5. A study of Plummer Street through the University should be undertaken by a Citizen Committee, including representatives from the California State University at Northridge, and a special City task force comprised of personnel from the Departments of City Planning, Traffic, Environmental Quality, and the Bureau of Engineering. This study should include a review of future building plans anticipated both on campus and in the nearby area, as well as an estimate of the volume of traffic to be generated from such future construction and usage of land and an evaluation of the resulting environmental impact.

**B. Recreation, Parks and Open Space**

Acquisition, expansion and improvement of needed local parks throughout the Community should be accelerated, where feasible.

The City should encourage continuing efforts by County, State and Federal agencies to acquire vacant lands for publicly owned recreation and open space. Priorities should be given to:

1. Exploring the possibility of developing recreational facilities on the Los Angeles County Flood Control Debris Basin east of Vanaden Avenue north of the Southern Pacific property.

2. Establishing a system of combined school playground facilities and neighborhood parks.

3. Use of flood control channels and power line rights-of-way for recreational purposes.

4. Studies of alternate methods of financing neighborhood parks.

**C. Other Public Facilities**

The development of public facilities such as Fire stations, Libraries, and Schools should be sequenced and timed to provide a balance between land use and public services at all times.

Where feasible, new power lines should be placed underground and the program for the undergrounding of existing lines should be continued and expanded.

**II. PRIVATE PARTICIPATION**

Citizens groups are encouraged to undertake private actions for community improvements. In addition, the business community should consider adopting a program for the physical improvement and beautification of the retail commercial areas. A citizens committee of merchants, homeowners, service groups, etc., could be formed to take an active part in promoting an attractive community business district in which new businesses would desire to locate. This committee might also undertake a cleanup and beautification program concentrating on store frontages, rear entrances, parking lots, undergrounding of utility lines, and landscaping of parkways and median strips.

**III. PLANNING LEGISLATION**

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan. This study should include consideration of:

A. **Townhouse Zoning:** A new zone to provide for attached single family housing, individually owned, which would provide greater economy of land utilization and be suitable for proposed Low-Medium density residential areas.

B. **Site and Building Design:** Investigate the need for improved site and building design standards through either legislation or design standards or the requirement of site plan review. Included should be: 1) studies of the feasibility of requiring recreation space in apartment developments and service or frontage roads; 2) studies to provide physical as well as psychological barriers to prevent and deter crime and make apprehension more likely; 3) studies covering the possibility of encouraging builders to offer a range of sales prices, with a minimum price to be defined, as well as price distribution of units at various prices.

C. **Buffer Strip Zoning:** Separation of incompatible uses (particularly residential from industrial and freeways) by some

form of buffering, preferably of a type which could also serve for recreational, parking, or other use purposes.

D. **Industrial Park:** Special regulations and requirements for industrial developments, including requirements for landscaped setbacks.

E. **Signs:** Strengthen controls on billboards and other commercial signs.

F. **Off-Street Parking:** Increase required parking space to the standards specified in this Plan for commercial and industrial development.

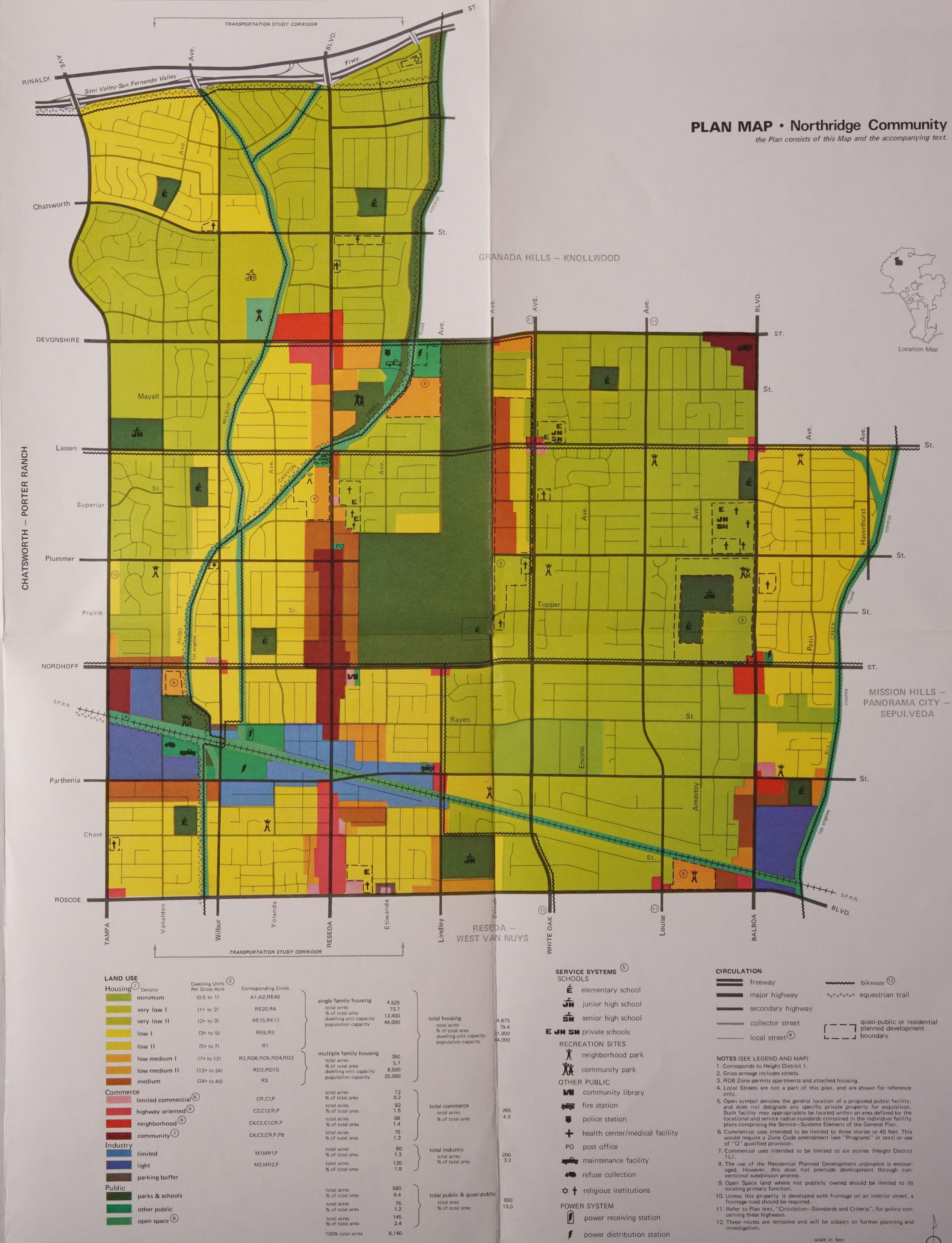
G. **Highway - Oriented Commercial Zoning:** Develop a new zone which would insure off-street parking facilities and/or drive-through capabilities, for certain commercial activities on major and secondary highways.

H. **Limited Commercial Zoning:** Develop a new restrictive and limited commercial zone for hotels, offices, restaurants, and other low intensity business to be applied in locations convenient to residential areas.

I. **Limited 3-Story Height District:** Develop a new height district with a maximum of three stories to insure maximum compatibility with adjacent residential uses.

J. **Incentive Zoning Concepts:** Provide incentives for private developers to surpass minimum requirements by including open space, recreation and other amenities within new projects.

K. **Property Improvement Tax Relief:** Consider revising tax laws to provide incentives to property owners to make improvements on their property, and to insure that land is only taxed for its actual use rather than potential use.





## Northridge Community Plan • City of Los Angeles

The Northridge Community Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

### PURPOSES

#### USE OF THE PLAN

The purpose of the Northridge Community Plan is to provide an official guide to the future development of the Community for the use of the City Council, the Mayor, the City Planning Commission; other concerned governmental agencies, residents, property owners, and businessmen of the Community; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide the development, betterment, and change of the Community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

The Plan proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan provided the total acreage of each type of land use, the land use intensities, and the physical relationships among the various land uses are not altered.

The Plan is **not** an official **zone map** and while it is a guide it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to review and amendment within five years to reflect changes in circumstances.

U.C. BERKELEY LIBRARIES



C124895145



Tom Bradley, mayor

#### CITY COUNCIL

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Hal Bernson  
Marvin Braude  
David S. Cunningham  
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Council File No. 74-3043 & S, S-2

for further information regarding this plan, please contact:  
Raymond I. Norman, Secretary, City Planning Commission, 485-5071  
refer to C.P.C. 23795

Amended

APPROVED CITY PLANNING COMMISSION  
ADOPTED CITY COUNCIL

6-6-74      7-21-80      6-25-81  
2-11-75      12-15-80      2-9-82

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